

Governor's Advisory Council on Aviation

Preliminary Report

January 31, 2006
(Revised February 3, 2006)

Executive Order 2004-22

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Executive Summary

The ACA conducted four meetings during 2005. The first meeting held on January 31, 2005 in Phoenix, provided for an overview of the Executive Order and the mechanics of the ACA itself, including the establishment of priorities. To accomplish these priorities, two Committees were established, one on Land Use Compatibility, the other on Aviation Capacity: Airspace and Airports. The full Committee reports are found in the Appendix B and C. Subsequent meetings were held on April 27, 2005 in Flagstaff, July 19, 2005 in Phoenix, and October 12, 2005 in Yuma. Copies of the meeting agendas and minutes are attached in Appendix D.

Land Use Compatibility Committee

The Committee on Land Use heard presentations by the Tucson Airport Authority, Buckeye Municipal Airport, Home Builders Association of Central Arizona, State Real Estate Department, a county planner from Pinal County, a city planner from the City of Marana, and a lobbyist for the City of Mesa. A report by the Land Use Committee is found in Appendix B

The Committee wishes to devote additional time to studying laws and practices of other states' aviation agencies and determine what tools exist that may be of use to Arizona. The Committee will also pursue establishing model land use standards that include ways to increase the inter-jurisdictional cooperation needed around many airports. Further testimony will be gathered to help evaluate possible expansion of the urban area law, strengthen Disclosure laws, establish mapping standards and availability, and investigate state subdivision laws as they pertain to airport development. The Committee will also study the Federal Aviation Administration land use planning standards and recommendations for possible alternatives.

The Committee will also investigate the possibility of integrating airport land use plans into the "Growing Smarter Act" and strengthening subdivision laws to more clearly recognize the existence of airports particularly in rural areas of the state.

By strategically planning for the future, Arizona's aviation system can meet the long-term air transportation needs of the community and the state while protecting all Arizona's airports.

Aviation Capacity Committee: Airspace and Airports

At the request of the ACA, the Aeronautics staff conducted a survey of all 314 FAA recognized landing facilities in Arizona. Only 33% of the facilities responded. The ACA feels that more work needs to be done to obtain a better response rate and will work to revise the process for this coming year. In addition, the ACA heard presentations from representatives of PAG and MAG as well as William Gillies of Luke AFB. A report by the Aviation Capacity Committee is found in Appendix C.

In order to meet the demands of the aviation industry in the future, the airport community needs to work together to fund and implement projects at twenty-six airports in Arizona. The alternative of “not building” will not stop growth in the future but will result in an aviation system that does not adequately meet the needs of the traveling public, general aviation constituencies, economic development and the military. In addition, we need to preserve and enhance through improved technology the efficiency of airspace that is critical for existing commercial and military aviation facilities. By strategically planning for the future, Arizona’s aviation system will meet the long-term air transportation needs of the community while protecting the military’s need for Arizona airspace.

Introduction

The Governor's Advisory Council on Aviation (ACA) was established by Executive Order 2004-22 and signed by Governor Janet Napolitano in September of 2004. It's primary role is to develop strategies for improving the efficiency of Arizona's aviation system to enhance land use and aviation planning and to improve the working relationship and communication between state and local aviation entities and the federal agencies that have the primary responsibility for regulating aviation in this state.

The ACA was charged to take testimony from all aviation interests including corporations, aviation businesses, military, special interest groups and the general public. The ACA was also tasked to work with the State Transportation Board and other appropriate aviation officials to establish a process for defining future aviation needs and a strategy for addressing these needs, specifically, airspace utilization, airport capacity, and land use compatibility. This task includes noting the impact of federal funding for aviation in Arizona, identifying criteria for evaluating aviation facility and system needs and the consideration of future aviation needs assessments and funding strategies.

The Executive Order established a maximum of 11 members, with a term of up to four years and included the Director of the Arizona Department of Transportation or designee and at least ten at-large members with expertise or experience in aviation. The Aeronautics Division of ADOT was tasked to provide administrative support to the ACA. The Preliminary Report is due by the 31st day of January 2006, twelve months from the ACA's first session. A final report will be due January 31, 2007, twenty-four months from the ACA's first session. The preliminary and final reports shall be distributed to the Governor, the President of the Arizona State Senate and the Speaker of the Arizona House of Representatives.

Arizona Aviation

Aviation's total civilian economic impact on Arizona's economy in 2002 was \$37.0 billion and supported over 467,855 jobs with a payroll of \$14.6 billion. The impact from Arizona's military aviation facilities was \$5.7 billion and supported 83,506 jobs with a payroll of \$2.4 billion.

Air travelers and tourists spent \$5.9 billion in Arizona in 2002, creating over 121,000 jobs in lodging, retailing and the service sector. It is anticipated that over the next 20 years the total number of passengers boarding at all twelve commercial service airports in the State including the three largest airports, Sky Harbor International, Tucson International and the Grand Canyon National Park Airport, will nearly double by the year [2025](#).

Total number of general aviation aircraft based in Arizona is expected to increase by more than 30 percent over the next 20 years. The amount of cargo passing through Sky Harbor International, Tucson International and other major airport facilities throughout Arizona is expected to more than double as well, during that same time frame.

There are areas of concern, however, that should stimulate further thought. The ACA has concluded that there is a great need to increase the communication and coordination between state and local entities with federal agencies that regulate airspace and other aspects of aviation in our state. The ACA also identified a distinct need to improve coordination and the compatibility between community land use planning and airport development and utilization. There is a clear need to identify funding sources and funding strategies for enhancing aviation throughout the state.

Federal Funding for Airports

ADOT-Aeronautics Division staff made a presentation about federal funding potential for airports. The complete list of grants available to airports is contained in Appendix A.

The Airport Improvement Program (20.106) is by far the most widely used by airports. The AIP program collects fees and taxes from the users of the aviation system through a gas tax; airline ticket tax and excise tax on selected aviation parts and supplies and deposits them into the “Aviation Trust Fund”. It is from this Fund that the Congress appropriates monies to development the nation’s airport.

Over the past several years, Congress has used increasing portions of the Fund to pay for administrative needs of running the FAA and funding the operation of the air traffic control system. This redirection of monies has resulted in fewer and smaller airport development projects in Arizona as well as the rest of the country. The ACA feels this is an important element in Arizona’s aviation future and will conduct further review of this subject.

ACA Direction in the Second Year

The information presented in this Preliminary Report indicates that there is considerable work still to do. Much of this effort will be directed at gaining more information that will allow the ACA to make considered recommendations to the Governor. Several specific areas include a refined understanding of Arizona Statutes regarding land use controls around airports; a further understanding of FAA’s legal control over airspace issues in the state; identifying all airspace related processes existing both at the federal and state level; the examination of statutes for use of state land for airport purposes and methods for release/sale; and the examination of potential airport sites for establishing base of operations for forest fire fighting personnel throughout the State.

Seeking additional information from other states may help give direction and identify ways to further assist and protect state airports. Disclosure laws in the state may require additional clarification about responsibilities for filing. Further analysis may determine whether or not there are sufficient similarities between military and civilian issues to warrant parallel legislation. And finally, height zoning controls warrant further review.

The ACA feels it is important to examine other forms of airport management such as airport authorities, and to enhance the ability of the Aeronautics Division to help smaller communities with their needs.

This Preliminary Report opens the door to many avenues of State policy and legislative development. The ACA believes the coming year's work will produce recommendations that will enhance and protect the growth of aviation in the State.

APPENDIX A

PRELIMINARY (YEAR ONE) REPORT GOVERNOR'S ADVISORY COUNCIL ON AVIATION

POTENTIAL FEDERAL FUNDING SOURCES

AIR TRANSPORTATION

Grant #	Title	Federal Agency	Objectives
20.106	Airport Improvement Program	FAA, DOT	To assist sponsors, owners or operators of public-use airports in the development of a nationwide system of airports adequate to meet the needs of civil aeronautics
20.901	Payments for Essential Air Services	Office of the Secretary, DOT	To assure that air transportation is provided to eligible communities by subsidizing air carriers when necessary to provide service
20.930	Payments for Small Community Air Service Development	Office of the Secretary, DOT	To help smaller communities enhance their air service and increase access to the national transportation system
20.701	University Transportation Centers Program	Research & Special Programs Administration, DOT	To provide grants to nonprofit institutions of higher learning for the purpose of establishing and operating university transportation centers that conduct research, education & technology transfer programs concerning regional and national transportation issues
20.900	Transportation-Consumer Affairs	Office of the Secretary, DOT	To improve service provided to the public by U.S. and foreign air carriers
20.920	Transportation Statistics Research Grants	Bureau of Transportation Statistics, DOT	To support development of the field of transportation statistics and advance research
12.401	National Guard Military Operations & Maintenance (O&M) Projects	National Guard Bureau, DOD	6. ARNG Aviation Training Base Operation – provide Federal support for services provided by the States for Air Traffic Control (ATC) Service, Airport Service Agreements, and Aircraft Rescue Fire Fighting (AFF), . . .
20.109	Air Transportation Centers of Excellence	FAA, DOT	To conduct long-term continuing research in specific areas of aviation related technology. Responsibilities of Centers may include the conduct of research concerning catastrophic failure of aircraft, airspace and airport planning and design, airport capacity enhancement techniques, human performance in the air transportation environment, aviation safety and security, the supply of trained air transportation personnel including pilots and mechanics, and other aviation issues pertinent to developing and maintaining a safe and efficient air transportation system, and the interpretation, publication , and dissemination of the results of such research
97.069	Aviation Research Grants	Dept. of Homeland Security	To encourage and support innovative, advanced, and applied research and development in areas of potential benefit

			to the long-term growth of civil aviation security
20.108	Aviation Research Grants	FAA, DOT	To encourage and support innovative, advanced, and applied research and development in areas of potential benefit to the long-term growth of civil aviation
Other Transportation Related Programs			
Grant #	Title	Federal Agency	Objectives
20.100	Aviation Education	FAA, DOT	To promote “Aviation Knowledge through Education”; create a public awareness of the need to promote the development and enhancement of education in aviation; establish a civil aviation information distribution program within each region and center of the FAA; promote “safety in the skies through aviation education”; create “career awareness” in aviation at the elementary and secondary educational levels; prepare qualified individuals to meet the future need of aviation; stimulate public and private sector initiative in meeting the American and worldwide competitive challenge in science and technology; aid educators by providing aviation information they can readily use in their normal classroom curriculum or in special classroom projects, to improve communication skills, math, science, technology, and computer literacy as it relates to aviation; and help educators identify the learning needs of our society in this rapidly changing technological era
20.107	Airway Science	FAA, DOT	To assist recognized colleges and/or universities in the need for facilities and equipment for Airway Science (AWS) curriculum students
20.907	Minority Institutions (MI)	Office of the Secretary, DOT	The Office of Small & disadvantaged Business Utilization supports the efforts of the DOT to increase the participation of minority institutions in Federally funding programs. This program uses the resources of MIs to develop a training and technical assistance program designed to enhance small women-owned and disadvantaged business enterprises (S/SD/DBEs) to compete successfully for DOT contracts and on DOT-funded projects. In addition, this program is geared towards attracting more of the nation’s young talent into the transportation-related careers through

			academic courses and practical experience.
88.001	Architectural & Transportation Barriers Compliance Board	Architectural & Transportation Barriers Compliance Board	To enforce Federal laws requiring accessibility for persons with disabilities in certain federally funded buildings and facilities throughout the Nation; set guidelines and requirements for accessibility standards prescribed by Federal agencies. Provide technical assistance and training on its design guidelines and standards to organizations, agencies, and individuals; and to conduct research to determine appropriate specifications for accessibility
11.431	Climate & Atmospheric Research	National Oceanic & Atmospheric Administration, Dept. of Commerce	To develop the knowledge required to establish a predictive capability for short and long-term climate fluctuations and trends
15.064	Structural Fire Protection – Bureau of Indian Affairs Facilities	Bureau of Indian Affairs, Dept. of the Interior	To provide for the installation of fire protection and prevention equipment in schools, dormitories, detention centers and other BIA facilities
20.503	Federal Transit Managerial Training Grants	Federal Transit Administration, DOT	To provide fellowships for training of managerial, technical, and professional personnel employed in the transit field
39.002	Disposal of Federal Surplus Real Property	General Services Administration	To dispose of surplus real property by lease, permits, sale, exchange, or donation
39.003	Donation of Federal Surplus Personal Property	General Services Administration	To donate Federal personal property no longer required for Federal use to public agencies and qualifying nonprofit entities in order to reduce the cost of State and local government
43.001	Aerospace Education Services Program	National Aeronautics and Space Administration	NASA's Aerospace Education Services Program (AESP) is a specialized group of educators using NASA's unique assets to support local, state, regional and national mathematics, science, and technology education systemic change efforts through collaboration of internal and external stakeholders in high-impact activities. This well-trained, well-informed and well-equipped workforce uses the NASA Mission and Vision to support increased instruction in mathematics, science, and technology content, enhance pedagogical skills, and address equity issues

APPENDIX B

**PRELIMINARY (YEAR ONE) REPORT
GOVERNOR'S ADVISORY COUNCIL ON AVIATION
LAND USE COMPATIBILITY COMMITTEE**

December 2005

BACKGROUND

In September 2004, Governor Janet Napolitano signed Executive Order 2004-22 establishing a Governor's Advisory Council on Aviation (ACA). Two Committees of ACA were established – a Land Use Compatibility Committee and an Airport Capacity Committee. This report will detail the Land Use Compatibility Committee's progress.

In 2005, the Land Use Compatibility Committee received testimony and information from a large number of stakeholders including airport management, local planning agencies, a homebuilders association, city and county officials, and the Arizona Department of Real Estate.

The Land Use Compatibility Committee met on three occasions; April 12, 2005, June 20, 2005 and October 6, 2005. The Committee evaluated the information received at those meetings and a consensus was reached. In order to address the critical land use needs of the state and airports within Arizona, the Land Use Compatibility Committee will recommend consideration of legislation to better define compatible land use and public disclosure. To prepare appropriate legislation, a series of issues must be further studied.

Land use Committee findings

Compelling testimony received from various groups indicates that not enough information is available about property in the vicinity of an airport to help guide public administrators and potential property owners about what is and is not compatible land use, whether or not property owners can develop the prospective property to his/her satisfaction, and whether or not individuals and families can enjoy their anticipated quality of life when living near an airport. Land use planning tools are available to answer these questions, but they are inconsistently applied and difficult to research. One question raised during testimony was, Should these tools protect the public, the developer or the airport? The Committee's desire is to find methods that protect all three. The ideal solution is to find a way to protect airports and the state's investment in them, by finding ways to preserve aviation safety and efficiency and limiting incompatible encroachment. Some form of mitigation may be needed to help shepherd the general public and public airports to a better mutual co-existence. This report will discuss these issues in four areas stemming from the meetings conducted by the Committee.

1. Public Disclosure Laws on property around airports in the state
2. Planning and Zoning practices of local jurisdictions
3. Mitigation measures
4. Military land use needs

Public Disclosure Laws

Few laws are in place in Arizona pertaining to airports and their environs. Some are found in the Transportation section of Arizona law, Title 28 and some are found in the Real Estate section, Title 32.

The only law that requires specific approval action on the part of State government is the “Urban area law” (28-8205). This law requires State Transportation Board approval of proposed airports within 24 statute miles of five urban areas (as defined by the federal census). Recent activity related to this law has been exclusive to privately owned facilities, some of which are open to the public and some for private use only. The law directs the Board to rely upon state and local system plans, and does not provide for any substantive review.

Outside the 24-mile limit of the urban area law, six Arizona Statutes provide for disclosure to the public of the presence of civilian and military airports and military training routes.

Statute 28-8485 Airport Influence Area is optional for the owner (sponsor) of an airport. The law stipulates that the sponsor may choose to prepare a map showing the influenced area around their airport, hold a public hearing and record the resulting map with the county. The map is then given to the State Real Estate Department for posting on their web site. The form and content of the map and its publication is loosely defined, and the disclosed area is left entirely to the sponsor.

Statute 28-8486 Airport Disclosure requires each airport sponsor to prepare a map based upon noise contours and traffic patterns. Public hearings are not required; however, the map must be provided to the State Real Estate Department and published on their web site. A military facility may choose to produce these maps under this particular law but is not obligated to. If they do, they are required to keep the data current. In support of this law, two other statutes (32-2181 and 32-2195) were amended to require a subdivider to formally notify the Real Estate Commissioner of the intended sale of subdivided property that falls within these areas around airports.

In the Real Estate section, Title 32, four statutes are specific to the military facilities in the state. Statute 32-2113 requires the Real Estate Commissioner to record with each county, military airport areas as defined in Statute 28-8461. Statute 32-2114 requires the Commissioner to record Military training routes in a similar manner. Statute 32-2115 requires the Commissioner to publish these areas on the Real Estate Department's web site.

Disclosure and Airport Influence Area maps are created with different criteria and different reporting requirements. For instance, the disclosure law applies only to airports where noise studies are available. Many urban and rural airports have not conducted noise studies or are not qualified under FAA guidelines to receive funding for them. These differences make the disclosure process less effective than if it were a fully coordinated and standardized process under either the State Real Estate Department or the Department of Transportation. What is needed is a consistent map product, an obligation for all public airports to report and publish this information, and stronger rules on the part of sub dividers and sellers to disclose the property's proximity to public and private airports.

Planning and Zoning

Taking the position that an airport is a strong economic engine for a community, it stands to reason that maintaining its ability to function without significant restraint is important. Several presentations by community planning staffs revealed that planning efforts to protect airports from encroachment are often more difficult than they should be. The difficulties can be grouped into four areas: multi-jurisdictional control/corporation, wildcat subdivisions, overlay zoning and community general plan integration.

Airports possess the unique characteristic of affecting areas far beyond the airport's property lines. This larger area often crosses over political boundaries. It is this extended political influence that community planners face when attempting to create responsible planning around airports. The process of obtaining a consensus of planning goals for all adjoining jurisdictions is a challenging problem. Legislating planning and zoning obligations at the state level to protect airports may be viewed as preemptory of local rights, however, two possibilities to aid in the discussion between communities affected by airport operations and development were discussed. The first would establish consistent standards for land use around airports. The second would require "overlay zoning" districts for any jurisdiction affected by an airport. It is clear that more information is needed to refine the level and nature of state involvement in land use planning and zoning.

Discussions with county officials brought out a concern about unincorporated county lands. The existing airport disclosure and notification laws discussed earlier in this report do not bind developers who subdivide less than xx acres. Within a city's incorporated limits, the acreage is smaller, YY acres, but still creates the potential for conflict with new property owners who are not aware of the presence of an airport. This ability to subdivide without having to submit to subdivision regulations/policies of the state, city or county is commonly referred to as "wildcat subdividing." County officials are quick to point out that wildcat subdivisions are an issue covering several areas. Airport disclosure/notification is only one of them.

An argument could be raised for taking decisions about land use around airports away from local governments. Local governments tend to be more sensitive to real estate development issues than issues surrounding their airports. Frequently local governments are not the best informed about the value of their aviation facilities as part of the national transportation system. For this reason, vesting more authority at the state level and creating templates for inter-government coordination for compatible land use planning near airports can be a reasonable alternative.

Mitigation

Because airport development and noise contours are fluid, there will be instances where, despite well-developed laws that enhance airport viability and efficiency, noise and/or over flight issues persist. Land acquisition by the airport sponsor is one solution. Presently, funding is available from the FAA and ADOT Aeronautics only for acquiring land for the protection of the primary ends of runways and land directed impacted by high noise levels. Funding demands for aviation safety and other types of high priority infrastructure requiring high prioritization limit the supply of aviation funds available for noise and over flight mitigation. Exploring alternative ways to mitigate the problem and provide greater accommodation for land acquisition is clearly needed.

Enhancing the Urban Area Law (28-8205) may be part of the solution. The original intent of the law was to provide a review process for new airports in and near urban areas of the state by requiring State Transportation Board approval for construction. Perhaps this law could be amended to include the entire state, new landing facilities at existing airports, and additional community assurances to protect the airport.

Whatever processes, laws or policies may be developed, both civilian and military airports must be considered. Both are vital to the state's economic growth and stability but because of the differences in types of operations and mission purposes, military and civilian airports must be considered separately. While some laws and restrictions that protect military aviation installations may be considered unacceptable for protecting civilian facilities, many statutory provisions that protect military installations could be adapted to help protect civilian airports as well.

COMMITTEE RECOMMENDATIONS

The Committee wishes to devote additional time to studying laws and practices of other states' aviation agencies and determine what tools exist that may be of use to Arizona. The Committee will also pursue establishing model land use standards that include ways to increase the inter-jurisdictional cooperation needed around many airports. Further testimony will be gathered to help evaluate possible expansion of the urban area law, strengthen Disclosure laws, establish mapping standards and availability, and investigate state subdivision laws as they pertain to airport development. The Committee will also study the Federal Aviation Administration land use planning standards and recommendations for possible alternatives.

The Committee will also investigate the possibility of integrating airport land use plans into the "Growing Smarter Act" and strengthening subdivision laws to more clearly recognize the existence of airports particularly in rural areas of the state.

By strategically planning for the future, Arizona's aviation system can meet the long-term air transportation needs of the community and the state while protecting all Arizona's airports.

APPENDIX C

PRELIMINARY (YEAR ONE) REPORT
GOVERNOR'S ADVISORY COUNCIL ON AVIATION

AVIATION CAPACITY COMMITTEE: AIRSPACE AND AIRPORTS

December 2005

BACKGROUND

In September 2004, Governor Janet Napolitano signed Executive Order 2004-22 establishing a Governor's Advisory Council on Aviation (ACA). Two Committees of ACA were established – a Land Use Compatibility Committee and an Aviation Capacity Committee. This report will detail the Aviation Capacity Committee's progress. In 2005, the Aviation Capacity Committee reviewed information from a large number of stakeholders including airports, aviation users, the business community, city and county officials, and the military. The Aviation Capacity Committee evaluated the presentations and reached a consensus. In order to address the critical capacity needs in Arizona, the Aviation Capacity Committee is supporting capacity projects at twenty-six airports.

SURVEY

As part of the process, the Aviation Capacity Committee conducted a written survey of Arizona airports. In order to stimulate a higher survey response rate next year in 2006, the survey process should be refined further. In terms of capacity, the survey asked the question, "Does your Master Plan or Airport Layout Plan (ALP) provide for increased airfield capacity (new taxiways, runways, etc.), terminal/hangar capacity (new terminal buildings, gates, etc.), airspace capacity (new FAA equipment, etc.) or ground access capacity (new roadways, etc.)"? Twenty-four of the seventy-three airports (33% of total responses received) stated that they are planning to increase airport capacity as shown in their Airport Master Plan or ALP.

PROJECT RECOMMENDATIONS

For the purposes of this report, the recommendations are divided into four major categories: (1) Pima Association of Governments (PAG) Regional Aviation System Plan (RASP); (2) Maricopa Association of Governments (MAG) RASP; (3) Military Concerns; and (4) Outlying Airport System Plan.

All four components are integral to the development of an efficient and effective aviation system in Arizona. It is important to point out that the current MAG RASP has been approved by the Technical Committee overseeing the planning effort. Approval by the MAG Policy Committee is pending. It is also

important to note that not all of the projects identified are currently included in Airport Master Plan or Airport Layout Plans. However, the project lists were done with the support of the individual airport owner/sponsor.

Pima Association of Governments (PAG) Regional Aviation System Plan (RASP)

As part of the review process, the Aviation Capacity Committee reviewed The Pima Association of Governments' (PAG) Regional Air Space System Plan (RASP) for the Tucson Region's airport capacity issues. Commercial aviation in the PAG area, served by Tucson International Airport, is expected to grow from 3.9 to 7.8 million passengers annually by 2030, more than double the present level. General Aviation also expected to grow from 417,000 operations to 670,000 operations in the same time period, a 62% increase.

Eight of the PAG System Airports were found to need additional capacity, either now or within the planning horizon of 2030. Capacity enhancing projects should be undertaken at Tucson International Airport, Ryan Airfield, Marana Northwest Regional, Pinal Airpark, Ajo Municipal, Benson Municipal, La Cholla Airpark and Sells Airport. The following projects are recommended:

- Tucson International Airport: Construct high speed taxiway exits, relocate runway 11R/29L, re-designate existing Runway 11R/29L as a taxiway, install runway seal coating, add adjacent parking, construct additional general aviation aircraft storage, construct fuel storage facility, support efforts to obtain federal funding for a new Air Traffic Control Tower and Terminal Radar Approach Control (TRACON);
- Ryan Airfield: Construct parallel Taxiway C, construct high speed exits on Runway 6L/24R, construct high speed exits on Runway 6R/24L, construct additional aircraft storage, upgrade structural Runway 6R/24L, install Runway 6L/24R pavement preservation;
- Marana Northwest Regional: Construct high speed taxiway exits, construct a parallel Runway 12R/30L, construct full parallel Taxiway D, construct forty T-hangar positions, construct 3,500 square yards of auto parking, install pavement preservation, upgrade the structural runway;
- Pinal Airpark: Construct additional aircraft storage, pavement runway enhancements;

- Ajo Municipal: Construct 4,800 square feet of T-hangars, construct 225 square yards of auto parking, install pavement preservation;
- Benson Municipal: Construct 10 T-hangars, expand auto parking area by 1,800 square yards;
- La Cholla Airpark: Construct additional aircraft storage, overlay Runway 1/19; and
- Sells Airport: Construct additional aircraft storage, pavement runway enhancements.

Maricopa Association of Governments (MAG) RASP

The Aviation Capacity Committee reviewed MAG RASP projects as well. The MAG region needs more air transportation capacity because growth in demand will increase substantially from 2005 until 2025. It is expected that commercial service will increase from 40 to 80 million passengers annually, a 100% increase. General aviation is also expected to grow from 2 million operations to 3.3 million operations, a 65% increase. This growth in demand will require the maximization of existing airports and the development of at least one new airport.

Sixteen of the existing MAG System Airports were found to need additional capacity within the planning horizon of 2025. The following airport projects are recommended:

- Williams Gateway Airport: Expand terminal building, develop parallel runway, construct parallel and exit taxiways, extend Runway 12L-30R, install High Intensity Runway Lights (HIRL), install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), expand aircraft storage, construct Airport Lighting System (ALS);
- Phoenix Sky Harbor International Airport: Construct new West Terminal, upgrade the Ground Transportation System, continue taxiway improvements from asphalt to concrete, extend South Runway 7R/25L, build new fourth runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel and exit taxiway, expand vehicular parking, continue environmental mitigation projects;

- Scottsdale Airport: Install Medium Intensity Approach Lighting System (MALs) for precision approach capability, add more terminal building space, expand aircraft storage;
- Phoenix-Deer Valley Airport: Build a third parallel runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALs) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage, construct parallel taxiway;
- Phoenix-Goodyear Airport: Build a new parallel runway, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALs) for precision approach capability, expand aircraft storage;
- Buckeye Municipal Airport: Widen and extend runway, extend parallel taxiways, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALs) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage;
- Sky Ranch Carefree Airport: Install Precision Approach Path Indicator (PAPI) runway lights, widen runway, and expand aircraft storage;
- Chandler Municipal Airport: Widen and extend runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALs) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), extend parallel taxiways, expand aircraft storage;
- Estrella Sailport Airport: Install Visual Approach Path Indicator (VASI) runway lights, Precision Approach Path Indicator (PAPI) runway lights;
- Gila Bend Municipal Airport: Extend parallel taxiways, increase pavement strength, install Medium Intensity Taxiway Lights (MITL), install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL);

- Glendale Municipal Airport: Build parallel taxiway on the east side, extend parallel taxiway on the west side, install Medium Intensity Approach Lighting System (MALs) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage;
- Mesa Falcon Field Airport: Implement curved precision approaches by installing Medium Intensity Approach Lighting System (MALs), construct exit taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), expand aircraft storage;
- Wickenburg Municipal Airport: Develop non-precision approach capability, expand aircraft storage;
- Pleasant Valley Airport: Pave runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, develop non-precision approach capability, expand aircraft storage, install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL);
- Stellar Airpark: Expand aircraft storage; and
- New General Aviation Airport: Acquire land, pave runway, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL), install Medium Intensity Approach Lighting System (MALs) for precision approach capability, construct Fixed Base Operator, install fueling services, construct parking facilities, build access and utilities on the site, construct aircraft storage. Possible locations include Peoria/Pleasant Valley, Wickenburg, south/southeast search area south of Chandler, or northeast of Scottsdale.

Military

The military is also an important component of the aviation system. The mission of military airspace in Arizona is to support the training of members of the Army, Navy, Marines and Air Force to meet our country's worldwide combat commitment. The military airspace program was established to designate airspace

in the interest of National Defense, security and welfare. In order to ensure the successful completion of the military's objectives, military airspace needs to be protected.

Military airspace can be divided into the categories below:

1. Restricted Airspace: This airspace is designated under 14 Code of Federal Regulations under Part 73, where the flight of civil aircraft is not wholly prohibited but is subject to some restrictions;
2. Military Operating Area (MOA): This airspace is established to segregate certain non-hazardous flight activities from Instrument Flight Rule traffic and to identify to Visual Flight Rule traffic;
3. Air Traffic Controlled Assigned Airspace (ATCAA): This airspace is above FL 180 and is attached to MOA airspace controlled by the FAA to support the military mission;
4. Military Training Routes (MTRs): This airspace is composed of routes used by the Department of Defense for the purpose of conducting low-altitude navigation and tactical training at airspeeds in excess of 250 KIAS below 10,000 ft Mean Sea Level;
5. Low Altitude Tactical Navigation Area (LATN): This airspace is characterized by random low altitude navigation under Visual Flight Rule conditions when flights are flown at 250 KIAS; and
6. Air Refueling: This airspace is used to conduct air refueling by using tracks and anchors above FL 180 or lower in MOAs/restricted areas for low-level helicopter/C-130s.

The table below lists military facilities in Arizona that need to be protected from encroachment.

<u>Military Facility</u>	<u>Location</u>	<u>Mission</u>
Barry M. Goldwater Range	Approximately 50 nautical miles southwest of Luke	To assist the military bases in Arizona with air-to-air, air-to-ground and live-drop areas
Marine Corps Air Station Yuma	Approximately 5 square miles just southeast of Yuma	To support 80% of the Marine Corps' aviation training
Luke Air Force Base	Approximately 20 miles west of Phoenix on 4,198 acres	To train U.S. Air Force F-16, U.S. and USMC
Fort Huachuca	In southern Arizona near Sierra Vista	To train and test Unmanned Aerial Vehicles for the U.S. Army and other Federal Defense agencies, and to provide instrument approach training for D-M, Tucson Guard and 161 ARW pilots
Yuma Proving Grounds	10 restricted airspace areas located between Yuma and Quartzsite's along the Colorado river	To support the Army's test and training mission of artillery, direct fire and other combat related equipment

Davis-Monthan Air Force Base	Southeast section of the City of Tucson on 10, 618 acres, north of Tucson International Airport.	To prepare A-10 expeditionary, combat and combat support forces while enabling critical Air Force capabilities and Homeland Security operations.
Sunny	Located 70 nautical miles northeast of Luke	To operate as a holding area for Large Force Exercises, intercept training, and a refueling anchor
Sells	Located approximately 40 miles south of Luke between Tucson and Ajo	To conduct training
Tombstone	Located 50 miles southeast of Davis-Monthan Air Force Base	To support Davis-Monthan A-10 and U.S. Air Force F-16 training
Outlaw/Jackal	Located 60 nautical miles northeast of Tucson and 30 miles east of Phoenix	To provide air-to-air training, intercept training, air combat tactic training, and night vision training missions
Ruby/Fuzzy	Located 30 nautical miles southwest of Tucson	To conduct basic flight maneuver training, air combat tactic training, intercept training, formation training
Reserve/Morenci	Located 75 nautical miles northeast of Tucson	To train basic flight maneuvers, air combat tactics, intercept missions

As stated in this preliminary report, there will be an ever-increasing volume of general and commercial air traffic in Arizona. It must be emphasized that any growth must continue to be balanced and coordinated with the various military installations throughout the state. For example, in the areas surrounding Luke Air Force Base, civilian air traffic handled by Luke approach control was 39% of total traffic in FY04, and then in FY05 increased to 42%. According to the airport master plans and FAA estimates of growth, operations at Phoenix-Goodyear Airport are expected to increase from 105,471 in FY04 to 258,000 between now and FY15. Similarly, operations at Phoenix-Deer Valley Airport are expected to increase from 340,437 in FY04 to 504,000 during the same time frame. These increases are not unique to the Phoenix area and similar increases can be expected surrounding Tucson and Yuma as well. These increases in operations can be compatible with military operations, but only if close coordination is accomplished with the military facility in the area that shares the airspace. Discussions with the military installations will identify adverse or critical mission impacts concerning their operations. Additionally, any expansion of airport capacity and/or new airport planning must be accomplished in close coordination with Arizona's military facilities.

Inclusion of the military installations and pro-active engagement is a requirement to effectively manage the airspace in Arizona. Protection of the military's ability to effectively conduct its operations is a stated national and state priority.

Air traffic controllers are also integral to the air traffic system. Since the Yuma air traffic controller pay scale is much lower than the Department of Defense and the Federal Aviation Administration pay scales, Yuma is losing many air traffic controllers. One suggestion is to request that the U.S. Department of Defense and the U.S. Military provide air traffic controllers in Yuma. Another air traffic control issue is occurring in Casa Grande. The airspace is saturated due to practice instrument approaches. The FAA has commented that it will be a very short time before the ownership of the airspace would be turned over to Phoenix from Albuquerque. A tower should be considered for this airport in the capacity plan.

Outlying Airport System Plan

Another suggestion is to develop an Outlying Airport System Plan for airports who are not in MAG RASP or PAG RASP. Information presented to the Committee from Pinal County suggested an interest in conducting a Regional Airport Systems Plan. The Committee feels this area between the two largest metropolitan areas in Arizona is very deserving of such a study.

It is desirable to make sure that small airports in all the outlying communities are represented in an Airport System Plan. The Committee agrees the Aeronautics Division must continue to conduct statewide system studies to accomplish this on behalf on small airport communities.

Airport Capacity Committee Recommendations

In order to meet the demands of the aviation industry in the future, the airport community needs to work together to fund and implement projects at twenty-six airports in Arizona. The alternative of “not building” will not stop growth in the future but will result in an aviation system that does not adequately meet the needs of the traveling public, general aviation constituencies, economic development and the military. In addition, we need to preserve and enhance through improved technology the efficiency of airspace that is critical for existing commercial and military aviation facilities. By strategically planning for the future, Arizona’s aviation system will meet the long-term air transportation needs of the community while protecting the military’s need for Arizona airspace.

APPENDIX D

PRELIMINARY (YEAR ONE) REPORT GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Minutes of the ACA's meetings

Governor's Advisory Council on Aviation Meeting
January 31, 2005
10:00 a.m.

Meeting Called to Order by Chairperson Bonnie Allin

I. Opening Comments

Welcoming statement by Bonnie Allin. Pleased to have everyone here for the first meeting to establish a consensus report on the issues applying to the Governor's Executive Order. Pleased that the ACA members and interested public were able to attend.

II. Introduction of ACA Members

ACA Members:

Bonnie Allin, President/CEO of Tucson Airport Authority, appointed Chairperson

Victor Mendez, Director of Arizona Department of Transportation

Barbara Harper from Tucson, retired airline pilot and serving on the Tucson Airport Authority Operations Committee.

Dave Krietor, Aviation Director for City of Phoenix, which includes Sky Harbor Airport, Phoenix Goodyear Airport, and Phoenix Deer Valley Airport.

Ronnie Lopez, Chairman of Phoenix International Consultants

C.A. Howlett, Senior Vice-President of Public Affairs for America West Airlines

Stacy Howard, Regional Representative for Aircraft Owners and Pilots Association; and President of the Aviation Safety Advisory Council of Arizona.

Bob Littlefield, Scottsdale City Councilman, Chairman of Scottsdale City Council Aviation Committee, Scottsdale's representative on Maricopa County Association of Governments Regional Airspace Planning Policy Committee, also a fulltime pilot.

Mike Covalt, Airport Manager, City of Flagstaff, unable to attend, due to being out of state. (attempted to attend via conference call, but telephone equipment was not provided in the meeting room).

ADOT Aeronautics Staff

Barclay Dick, ADOT Aeronautics Division Director, unable to attend due to illness

Kim Stevens, ADOT Aeronautics Division, Aviation Services Program Administrator filling in for Barclay Dick

Mike Klein, ADOT Aeronautics Division, Airport Development Program Administrator unable to attend due to Illness

The contact list will be updated to include email addresses of ACA Members and Aeronautics staff.

The task is the Governor's Executive Order 2004-22, which established the ACA and the five primary tasks that the ACA will be reviewing.

III. Overview and discussion of the Executive Order 2004-22

A. Ex-Officio Memberships

Kim Stevens presented an overview of the Executive Order and presented the groundwork for the ACA. The first item would be the Ex-Officio memberships, the Executive Order allows for these memberships in 1.c. So far the Aeronautics Division has received only one request from Yuma Marine Corps to have a representative on the ACA, but no name has yet been received. Interested parties that would like to serve as Ex-Officio members are to contact the Aeronautics Division, Barclay Dick, Director (602-294-9144) or Gail Howard, in the Governor's Office (602-542-1727).

B. Aeronautics Staff

The Aeronautics Division's role will be to serve as staff to this ACA. Aeronautics will provide minutes, information, and research. The Division will arrange for meeting facilities, provide minutes, information, research and provide for presentations by various members of the aviation industry as appropriate.

The City of Phoenix and Tucson Airport Authority also volunteered staff members to assist and to be actively engaged in Committees and research.

C. Mechanism of communications with transportation entities

The ACA's activities will be communicated throughout the State to interested parties by providing the information via email and the ACA's website.

Any additional stakeholders should provide their contact information to Barclay Dick or Kim Stevens. Staff will develop and maintain a distribution list for all stakeholders.

D. State Transportation Board (STB) and future Aviation need strategy

The STB serves as an advisory to ADOT and has the authority to approve any grants and any studies conducted by the Aeronautics Division and funded by the Aviation Fund. Any studies undertaken by this ACA using the Aviation Fund must receive the approval of the STB. The STB was established under Statute, Title 28, the STB has clearly delineated authority. The STB has authority over ADOT's Capital Improvement Program, approving the program and allocations for projects in the various grants. If ACA would like more information about the STB, staff will arrange for the current chair, Rusty Gant, to discuss the role of the STB.

E. Consensus Findings:

Three areas in the Executive Order were highlighted - paragraphs 7, 8 and 9:

WHEREAS, there is a great need to increase the communication and coordination between state and local entities with federal agencies that regulate airspace and other aspects of aviation in our state; and

WHEREAS, there is a distinct need to improve coordination and the compatibility between community land use planning and airport development and utilization; and

WHEREAS, there is a clear need to identify funding sources and funding strategies for enhancing aviation throughout the state.

The five areas that are identified as areas that shall be studied and issue consensus finding and recommendations are:

1. Airspace utilization and airport capacity
2. Land use compatibility
3. Federal funding for aviation in Arizona
4. Criteria for evaluating aviation facility and system needs
5. Future aviation needs assessments and funding strategies

Discussion of the five items for review, identified a breakdown to individual items and the combining of others.

- 1a. Land Use Compatibility
- b. Airport Capacity
2. Airspace Utilization
3. Funding Strategies for aviation in Arizona (Identified as a research item for Aeronautics Staff)
4. Criteria for evaluation aviation facility and system needs (future aviation needs assessments)

Federal Funding for aviation in Arizona (Identified as a research item for Aeronautics Staff) – This would be the basis of information to begin item number 4

A request was made by the Chair to break down into Committees to start working on some of the issues.

It was suggested to begin with Airport Capacity Committee and a Land Use Committee. When those two Committees have done their part, they will transition their information into what they mean for Airspace Utilization. It was suggested that this would make the workload more manageable for the smaller Committees.

1st Sequence of Priority for Committees:

Land Use Committee

Bob Littlefield
Stacy Howard*

Airport Capacity Committee

Dave Krietor*
Ronnie Lopez
Barbara Harper*
C.A. Howlett

Victor Mendez is flexible for either Committee
Mike Covalt will be contacted for which Committee he would like to be on.

* = Committee Chair

Stacy Howard volunteered as a Committee Chair for the Land Use Committee.
Airport Capacity Committee will have two Co-Chairs, Dave Krietor representing large capacity airports and Barbara Harper representing GA interests.

nd **2 Sequence of Priority**

After much discussion it was determined that the Airspace Utilization will involve all members of the ACA.

rd **3 Sequence of Priority**

Criteria for evaluation aviation facility and system needs will involve all members of the ACA.

Follow-Up

The Future aviation needs assessments and funding strategies will involve the Committee as a whole.

A proposed work plan was drafted for ACA's review. The work plan will be adjusted to follow the priorities determined during this meeting. Each Committee should look at overall issues of the State and develop their own mission statement so that they would have a guide the work needed.

Groups identified for possible presenters or interested parties include: (Provide contact names to Aeronautics Division – Barclay Dick or Kim Stevens)

Maricopa County Association of Governments (MAG)
Pima County Association of Governments (PAG)
Arizona Airports Association
Arizona Flight Training Group
Arizona Pilots Association
FAA Western Region
League of Cities and Towns

Review of Priorities per Executive Order

1. Land Use (Committee)
 2. Airport Capacity (Committee)
 3. Airspace Utilization (Committee of the Whole) – request FAA assistance
 4. Criteria for evaluation aviation facility and system needs (Committee of the Whole)
 5. Future aviation needs assessments and funding strategies (Committee of the Whole)
- Funding Issues - ADOT research (Committee of the Whole))

F. ACA Schedules and reporting

The last item that needs pointing out is that the ACA shall issue a preliminary report twelve months from the ACA's first session (01/31/05) and a final report twenty-four months from the ACA's first session with the appropriate distribution.

The Aeronautics Division staff will be available to assist on each of the Committees on the various tasks and will provide limited resources if needed. Staff will participate and assist in any ways deemed necessary.

It is important for outreach that the meetings be held throughout the state. ACA meetings will be held on Wednesday's quarterly. The Chairperson will work with staff to identify dates and locations of the quarterly meetings.

The Committee chair will work with the Committee members to identify meeting dates and times.

IV. Possible Committee Structure

Committee meetings to be organized the same as the ACA meeting. Make sure Committees work with staff for outreach meetings in other areas.

There are various FAA and military interests with complicated issues. It would be helpful to reach out to these interests for their possible needs. One of the Governor's highest priorities is keeping Luke AFB open and this would apply for land use, airspace, etc. Local FAA are interested in the activities of this ACA. FAA's participation will certainly be sought.

V. Call to Public:

Scott Gray – President, Arizona Airport Association (sgray@ci.scottsdale.az.us). Would be happy to assist. Also, next ACA Meeting could coincide with the AzAA Conference on Wednesday April 27, 2005. And AzAA would be happy to host this meeting. One of the organizations that was not mentioned was the Arizona Business Aviation Association. Scott felt that this organization would show an interest and will provide a name and contact number.

Colonel Patrick McCarville – Deputy Chief of Staff for Aviation & Safety, Arizona Army National Guard (Patrick.mccarville@az.ngb.army.mil). Would like to identify this organization as a stakeholder. Currently, have 61 rotary wing aircraft on the books and expected to grow to 84 over the next few years. Most of the resources are deployed or about ready to deploy. Eventually, will have all those resources on the ground in Arizona. For an extensive user of the airspace, he

would be willing to offer their assistance as well. A project officer will be representing the office – will provide a name and number.

Harry Hengl – President of Yuma County Airport Authority (hhengl@westernfinancialaz.com). They are in the process of hiring a new Administrator of the Airport. The process should be completed within the next couple of weeks. A name and number will be provided for an Ex-Officio member. Would like to invite the ACA to Yuma and will provide a facility at the Airport for the meeting.

Scott Ries – Investor for developing Phoenix Regional Airport (Scott@PhoenixRegionalAirport.com), involves about a 2,000 acre master plan, and a 5,000 foot runway interested in Airport Capacity. Would like to volunteer in the Ex-Officio capacity regarding private property rights as it pertains to public use airports. Interested in the impact of point to point flying, small airport transportation system funded by NASA. Would like to be involved in any capacity, supports all of the issues.

Bill Gillies – Airspace Manager, Luke Air Force Base (william.gillies@luke.af.mil) [Air Space] – Would like to thank Colonel McCarville for stressing the need that the military be involved. They have the special use airspace, and are service providers in the air traffic system. They would definitely like to be involved in any land use studies and would assist in getting legislators to address the needs to protect the airports. Will provide a name and number of a contact. Rusty Mitchell, Director, LAFB Community Initiatives Team (rusty.Mitchell@luke.af.mil) [Land Use].

John Mills, LtCol USMC (Ret), Airfield Operations, Yuma Marine Corps Air Station Representative (john.e.mills@usmc.mil) – Would like to offer any services that they can to assist in the studies.

Warren Meehan, FAA Air Traffic Controller Manager for Phoenix and State of Arizona – Covers most of the State except Grand Canyon and Yuma. Responsibility is to assignment of work to the men and women providing air traffic services in Federal FAA powers as well as the federal contract tower program. Would be available for any questions and any expertise that may be needed.

VI. Adjourn:

David Krietor moved to adjourn meeting at 11:30 a.m., and the motion was accepted by the Chair.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Location: Little America Hotel & Resort, Flagstaff, AZ

Date: April 27, 2005

Time: 1:30 p.m.

Members Present: David Krietor, Mike Covalt, Robert Littlefield, Victor Mendez, Barbara Harper, Bonnie Allin, John Mills. Absent: Stacy Howard, C.A. Howlett, Ronnie Lopez

Also present: Barclay Dick, Kim Stevens, Tammy Martelle

I. Opening Comments:

Bonnie Allin, Tucson Airport Authority, opened the meeting by welcoming everyone.

II. Introduction of ACA and New ACA Member:

Mike Covalt, Airport Manager, Flagstaff Airport

David Krietor, City of Phoenix Aviation Department

Bob Littlefield, Scottsdale City Council, Chairman of Scottsdale City Council Aviation Committee;

Victor Mendez, Director of Arizona Department of Transportation

Barbara Harper, Tucson Airport Authority Operations Committee, and retired airline pilot

John Mills, Air Operations Department at Marine Corps Air Station in Yuma

Bonnie Allin: President/CEO, Tucson Airport Authority

III. Review and Approval of January 31, 2005 Minutes

ACA reviewed the minutes from the 1/31/05 meeting. Victor Mendez moved to approve the minutes, seconded by Barbara Harper. None opposed. Minutes approved.

IV. Airport Capacity Committee Review – Barbara Harper

The Committee defined airport capacity as the ability of an airport to handle a given volume of traffic demand within a specified time period.

Richard Corbett, Pima Association of Governments (PAG) gave a presentation regarding Pima County and its expectations. PAG is in a continuous planning mode with the counties' airports. PAG has the master plan from Tucson International Airport and is in the midst of getting master

plans from various airports in southeast Arizona to incorporate into the counties air transportation plan.

David Krietor, Co-Chair – The capacity Committee plans to address Pima and Maricopa Counties first to develop a basic knowledge and then to follow up with either one or a series of meetings to look at capacity issues in the state and how they relate to the military. MAG is currently in the process of doing a new RASP for Maricopa County. For Maricopa County, between 2005 and 2025 passenger activity is projected to increase from 40 million to over 80 million passengers. For Maricopa County, MAG forecasts an increase in general aviation based aircraft from 4,000 to 7,600 with operations increasing from 2 million to over 3 million. For commercial aviation, operations are projected to increase from 600,000 to over 1 million. The RASP process looks at maintaining the status quo, using improved technology, maximizing the existing airports and/or building new airports.

Barbara Howard requested information from other airport representatives in Arizona.

V. Report of the Land Use Committee – Bob Littlefield

Land use can be defined by three issues; noise and the impact on people, safety concerns and over flights. The initial goals are to define the scope of the problem and outline the scope of work to undertake. This would determine the recommendations the ACA would make for new Legislation to help solve land use issues and potential funding. One item identified by general agreement was that the FAA definition of noise is inadequate to deal with the issue of noise, as residents around airports perceive it.

Mr. Hardison of Buckeye gave a presentation talking about the explosive growth in Buckeye, which is poised to grow even larger by 2010. They are concerned about dealing with persons who are not airport friendly.

Jill Merrick gave a presentation about how Tucson International Airport is dealing with noise and its ability to work with local governments to discuss the noise issues and the development of housing in the area.

Other groups to be included in the process as the Committee moves ahead are, land use planners and real estate persons. The need for outreach to the League of Cities and Towns was discussed.

VI. Availability of Federal Funding – Tammy Martelle

Information was provided for possible additional federal funding. All information was included in a packet provided to the ACA. She started with research through the Catalog of Federal Domestic Assistance. This document contains financial and non-financial assistance programs administered by departments and establishments of the federal government including all federal grants available.

The information was divided into three categories: air transportation, miscellaneous and other possible grant funding. The tables identify the number, title, federal agency and objective of each grant. Behind each table is the actual grant information with the applicable grant highlighted for the ACA's convenience.

Information was requested from the NASAO contact for each State. The information indicated the majority of funding comes from the AIP program. However, other funding sources were mentioned, such as: The Department of Homeland Security, NASA, Department of Defense, Department of Health Services, the Department of Agriculture, Department of Commerce, Economic Development Agency, and the FAA/Facilities and Equipment projects thru federal appropriation (NAVAIDS).

There were four websites visited that were very helpful. They are:

1. www.cfda.gov
2. www.grants.gov
3. www.epa.gov
4. www.fema.gov

The President is proposing a \$600 million cut in AIP funding for fiscal year 2006. NASAO discussed the projection of this cut meaning a reduction in each state's "apportionment" and "discretionary", as well as a suspension of the Non-Primary Entitlement (\$150,000). More trust fund money will be used to fund FAA operation instead of providing for airport improvements.

Bonnie Allin requested that this information be made available to all airports upon request.

Bonnie Allin reported the proposed cut in the AIP grant funding would mean significant pain to the airports. As we understand the formulas, the proposed reduction in funding would significantly harm small airports, particularly general aviation airports. There is a possibility of 75% to 90% cuts in grant funding for some airport categories including general aviation. Individual airport operators or communities that represent and operate airports need to be proactive with the Congressional delegations.

Victor Mendez reported that in early March, the Arizona's Congressional delegation was contacted by ADOT about the concerns with the AIP cuts. He suggested that everyone contact the Congressional delegation.

Dave Krietor reported that the City of Phoenix has contacted all of the members of the Arizona delegation.

VII. Call to the Public

Bonnie Allin thanked everyone for participating in this meeting.

Arv Schultz – President of Arizona Pilots Association (APA) ~

Arizona Pilots Association has a great deal of concern about capacity. Arizona needs more capacity not less. The State Land Department (SLD) recently closed 5 airports located on State Trust land. There are 56 airports located on State Trust land that have the potential for closure. Some airports are at capacity and others approaching capacity. To reduce the number of airports throughout the state would increase the problem.

APA is proposing an Adopt-an-Airport program, which would utilize volunteer sources to help maintain some of the airports. APA will present the plan to the Aeronautics Division Director. APA would then like to get the SLD to take another look at the airport closures that have been made.

Discussion regarding the possible reasons for the closures included high liability coverage, length of required lease, and maintenance costs.

Leases ~

Leases longer than 10 years would have to go out for bid, which might result in real estate developers outbidding. Legislation that passed the House but not the Senate would have opened up the possibility of 25-50 year leases on State Land for aviation purposes only. There is a current Statute that provides for recreational and educational purposes for land use and limits the state's liability for activities taking place on that land. The only liability for the state would be in the event there is gross negligence involved.

Ray Boucher, Aeronautics Division said the SLD has revised its liability insurance policy requirements for airports on state land. He understands it to be:

A \$1 million policy that permits personal use of the airstrip (no operation at the airport that could result in an environmental impact);

A \$2 million policy that permits personal use and occasional use by others, but no commercial activity at the airstrip;

A \$5 million policy that would allow commercial activity at the airstrip.

Ted Anderson, Payson Airport Manager called the ACA's attention to fire fighting support requirements at airports. Currently there are problems with support of the larger air tankers that are based throughout the State. The state is currently in the middle of a 15-30 year drought, which makes firefighting capabilities very important. He would like the ACA to look into the placement of the airports for possibly providing fire-fighting support.

Discussion continued for concern on the impact of the airport operations. The concern was more for providing areas and airports to adequately provide fire-fighting services in the future. Moving from a large heavy air tanker capability has been reduced in the state and using smaller aircraft that will have to go to other areas and helicopter operations to support fires.

Bonnie Allin suggested that the capacity and land use Committees look into the issue of the adequacy of fire fighting.

VII. Adjournment

Bonnie Allin - thanked everyone for their attendance and providing feedback. She reminded everyone not to hesitate to contact the ACA through the ADOT/Aeronautics staff if there are any comments or concerns of the future that they would like the ACA to consider.

David Krietor moved to adjourn the meeting; Mike Covalt seconded the motion, which passed unanimously.

July 19, 2005

10:00 a.m.

Location: Executive Tower, State Capitol
Second Floor Conference Room
1700 West Washington
Phoenix, Arizona

MINUTES

I. Welcome and Introductions

Bonnie Allin called the meeting to order.

II. Review and approval of April 27, 2005 meeting minutes

David Krietor moved to approve the minutes. Seconded by Bob Littlefield.
Unanimously approved.

III. Report of the Land Use Committee

Stacy Howard discussed the meeting that was held on June 20, 2005. Disclosure laws protect the developer more than the airport owner or sponsor. Military disclosures are much more effective. The Committee talked with various organizations. The Home Builders Association of Central Arizona indicated that 60% of their market is near Luke AFB; the Real Estate Department indicated that the terminology is not well defined in disclosures.

IV. Presentation on status and issues regarding military airspace in AZ continued

The military in Arizona consists of the 56th Fighter Wing Luke AFB, 944 Fighter Wing Luke AFB, 355 Fighter Wing Davis-Monthan AFB, U.S. Army Fort Huachuca, 162nd Fighter Wing Tucson International Airport, Western Army National Guard Aviation Training Site, 161st Air Refueling Wing Sky Harbor Airport, U.S. Army Yuma Proving Grounds and Marine Corp Air Station Yuma.

Special Use airspace is used to train pilots for national defense, security and/or welfare. Types of special use airspace are restricted airspace, military operating area (MOA), air

traffic controlled assigned airspace (ATCAA) and military training routes (MTRs). Other types of military airspace used are low altitude tactical navigation area (LATN) and air refueling.

A map was provided showing airspace that the military had in 1970 and current military airspace. There has been a 38% decrease since 1970.

Airspace concerns are due to increased complexity of military missions, national airspace redesign, creation/expansion of airports and encroachment on SUA. Wind farms are increasingly becoming a concern.

In conclusion, the Department of Defense is currently utilizing all of its airspace. They have also released airspace to the bare minimum and have not been given any equal airspace in return. Civil airports and traffic need to design routes within the current civil airspace structure. Any further erosion of Department of Defense airspace will affect national defense mission accomplishments and future operations.

V. Call to the Public

No requests to speak.

VI. Scheduling of Next Meeting

October 12, 2005 – MCAS, Yuma at 10:00 am

VII. Adjournment

David Krietor motioned to adjourn. Seconded by Ronnie Lopez. Unanimously approved.

ADDENDUM TO MINUTES ATTACHED

ADDENDUM ~ JULY 19, 2005 MINUTES GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Land Use Committee Meeting June 20, 2005

ADOT Aeronautics

State and FAA can only advise airport sponsor on land use planning

Aviation Statutes ARS 28

Establishing new airports

State Transportation Board obligated to approve qualifying applications unless local jurisdiction has contradictory plan in place

28-8485 Airport Influence Areas

Airport Sponsor designs the AIA and map

Not restricted to noise contours

Public notice

County Recorder records to title that property is subject to noise and overflight

28-8486 Disclosure

Civilian

State Real Estate Office prepares map

Restricted to Noise DNL 60/65

Requirements vary with population

Military

Affects all property within the territory of an airport

Military agency may provide the map

State RE Department shall create a map

Shall be in public reports

Applies to all political subdivisions, new development

28-8481 Military

Land use compatibility compliance required

Political subdivisions shall adopt/enforce noise and zoning regs

28-8480 Governs land acquisition for airports

Home Builders Association of Central Arizona – 60% of market is near Luke

In past, Attorney General's office had to be called in to situations where local authority would judge a development as compatible and later military found it non-compatible

1988 study codified

Military comment and approval for new residential within 65 DNL

Applies to LAFB, DM, YUM but not FHU

Certainty is the key

No consideration for lost potential value to land owners

Estimates losses at \$600 million based on one unit per acre

Surplus of industrial/commercial property

Recommended goals for state statutes

Drive debate to local level

Create as much certainty as possible

Obligate airport owner to define its needs

General plan must include airport

Airport sponsors must be part of the general plan process

Developers often lobby to pre-empt cities and towns

Real Estate Department

71,000 RE agents in AZ

Forms require disclosure for properties in vicinity of an airport

Vicinity is not defined
Cannot force buyer to read the public report

RE Department has no mapping capability

- State Land Department prepares maps for military airports
- Developers provide maps for civilian airports
- Counties oppose responsibility for disclosure to property owners
- 54 airports contacted to provide maps to counties
 - 20 responded
 - Sponsors claim they don't have the money

Disclosure factors

- Airport use (DNL's, traffic patterns, etc) is fluid
- Zoning is permanent
- FHU says they do not have to comply
- Many maps provided are not usable, esp. military training routes
- Statute is not being satisfied

Questions raised in discussion

- Can legislature give statutory authority to ADOT to provide information/maps?
- Disclosure protects developers & agents but not the airport
- Can ADOT require airport sponsors to notify and invite state participation in zoning changes that affect airports?
- There is a need to press FAA DC office to release planning money
- Committee needs to hear from
 - FAA
 - County recorders
 - Real Estate Association
 - City and County land use planners

October 12, 2005

10:00 a.m.

Location: Marine Corps Air Station
Gonzales Room
3900 South Avenue 3E

MINUTES

I. Opening Comments

Bonnie Allin opened the meeting and welcomed everyone.

II. Review and approval of July 19, 2005 meeting minutes

Bob Littlefield moved to approve minutes. Barbara Harper Second. Approved unanimously.

III. MCAS Yuma/Yuma International

Lt. Colonel Ed Sexton gave a presentation regarding the background and events at MCAS Yuma. This is the #1 airfield with operations of 297,738 per year. The tower is open Mon to Sun from 7:00 to 23:00 hours.

MCAS Yuma Report

Paula L. Backs, Community Planning and Liaison Office, MCAS, Yuma provided a presentation regarding land use.

IV. Report of the Airport Capacity Committee

Barbara Harper and David Krietor discussed the survey's that were sent out. There were a total of 329 surveys mailed to the Arizona airports, 71 responses were received. The Committee requested that a reminder postcard or possibly a phone call be made to airports that haven't returned the survey.

V. Report of the Land Use Committee

Stacy Howard discussed the Committee meeting that was held October 6, 2005. The topic of the meeting was multi-jurisdictional land use planning in the vicinity of public use airports. Information was provided during the meeting by Marana Regional Airport, US Airways, City of Phoenix Aviation Department, Tucson Airport Authority, Pinal County Planning Manager, Pima County Planning and Racy Associates.

VII. Call to the Audience

Discussion regarding wind farms. Barbara Harper will contact Bill Gillies for more information regarding the wind farms.

David Gaines spoke regarding aviation in the state and his concerns with how Aeronautics is handling priorities in funding.

VI. Scheduling of Next Meeting

January 18, 2006 – Tucson Airport Authority, Tucson, AZ – 10:00 am

VII. Adjournment

David Krietor motioned to adjourn. Stacy Howard Second. Unanimously approved.